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	CLASSIFICATION SECRET	
	CENTRAL INTELLIGENCE AGENCY REPORT	
	INFORMATION REPORT CD NO.	25X1
COUNTRY	East Cermany DATE: DISTR. 25 Getober 1	954
SUBJECT	Rolling Stock and Locomotive Columns NO. OF PAGES 2	
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ATION OF ITS CONTENTS TO	B REPRODUCTION OF THIS PORCE IS PRINCED TO THE PRIN	
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- 1. During the period from April through mid June 1954 there was no shortage of rail freight space in the area of RBD Hills. The movements of Soviet units to their summer camps, the handling of sugar exports, and the transpertation missions resulting from the FBJ Whitsun Rally in Berlin were temperary strains our the railroad system and were inflected in distillating of normal freight traffic.
 - 2. Between 13 May and 17 June 1954, the religious remains of freight? cars were dispatched to the railroad stations listed " to join the pool of reserve freight cars controlled by the Main Administration for Rolling Stock:

Date	Numbers and Types of Cars	Dispatched to
13 May	60 8	Chemnitz (Karl-Marx Stadt)
	60 B	Gera
17	60 B	Dresden-Neustadt
18	60 G	Gloewen
19	60 B	Dresden-Neustadt
20	60 B	Dresden-Cotta
22	60 B	Tresder Neustadt
23	60 B	79 19
25	30 SSy	Passow/Uckm.
	20 SSy	Neustadt-Gleve
	60 B	Dresden-Neustadt
29	60 G	Luebs
~,	60 B	Hagenow
	50 B	Neustrelitz
31	60 B	H OTTON
3 June	60 B	Nordhausen
3.2	60 G	Halle
Ĩ.(.	60 B	Frederedori
7.14 J. 2	60 B	Saalfeld
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Note. B - boxcar C - gondola car SSy - heavy duty flatcar		
By 15 June 1954, all column locomotives previous vicinity of Pasewalk had gone. 3	sly parked in the	
locomotives of this brigade returned to Wusterms remainder remained in Frankfurt Open or word less	r of the ark, the	
volume of Graffic in the GDR. The information in	ndia	25X1
Comment. The pool of reserve freight cars to consist of a total of 10,000 units including	2 CM harran	25X1
locomotive brigades have been deactivated and mosequipment and all of their personnel have been retheir nome stations. Seventy to eighty locomotive	known. All ost of their eturned to	25X1
		25X1
	Note. 8 - boxcar G - gondola car SSy - heavy duty flatcar By 15 June 1954, all column locomotives previous vicinity of Pasewalk had gone. 3 A locomotive brigade organized in Wustermark and Frankfurt/Oder was deactivated in mid-June. Four locomotives of this brigade returned to Wustermar remainder remained in Frankfurt/Oder or were ler Poles. All the German personnel of the locomotive returned to Wustermark. 3 Comment. Halle is the RBD which handles the volume of traffic in the CDR. The information in the traffic situation, apart from temporary difficus favorable during the reported period. Comment. The pool of reserve freight cars to consist of a total of 10,000 units including 4,500 gondola cars, and 2,000 flatcars. This restormed by 31 August 1954. Comment. The deactivation of German locomoperating for the Soviets through Foland is well locomotive brigades have been deactivated and more equipment and all of their personnel have been retheir nome stations. Seventy to eighty locomotive learners.	Note. B - boxcar G - gondola car SSy - heavy duty flatcar By 15 June 1954, all column locomotives previously parked in the vicinity of Pasewalk had gone. A locomotive brigade organized in Mustermark and stationed in Frankfurt/Oder was deactivated in mid-June. Four of the locomotives of this brigade returned to Mustermark, the remainder remained in Frankfurt/Oder or were lent out to the Poles. All the German personnel of the locomotive brigade returned to Mustermark. Comment. Halle is the RBD which handles the heaviest volume of traffic in the CDR. The information indicates that the traffic situation, apart from temporary difficulties, was favorable during the reported period. Comment. The pool of reserve freight cars is scheduled to consist of a total of 10,000 units including 3,500 boxcars, 4,500 gondola cars, and 2,000 flaters. This received to boxcars,

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